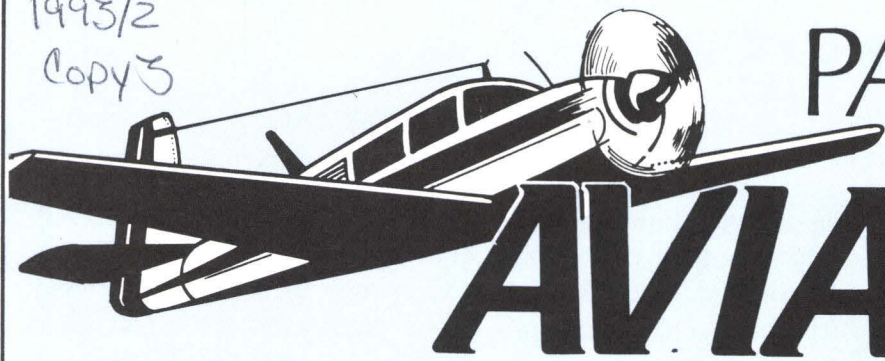


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February 1993

Aerial Applicators Apply Themselves At Myrtle Beach

The vegetables you eat and the plants you buy at the nursery are probably healthier due to the efforts of the state's aerial applicators.

Recently, many of the state's aerial applicators gathered in Myrtle Beach to exchange ideas, discuss new regulations, and talk in detail their part in providing a much-needed service to farmers.

About 50 applicators attended the S.C. Agricultural Aviation Association convention which gave insight to a variety of topics including: modifying aircraft, spray systems and solutions to minimize drift; Management of Pesticide Wastes and new methods for Field Crop Disease and Weed Management.

However, the single most important topic covered by the SCAAA was the new Worker Protection Standard Information Exchange, according to Mac Horton, pesti-

See Aerial Applicators, Page 6



S.C. Agricultural Aviation Association Officers (l - r) are Steve McNeil, Henry Haddock, Jim Tallon, vice president, Rhett Gleason, Rev. Sam Sarvis and Bill Harper, president.

Safety-minded Pilots Attend Flight Standards Seminar

Using overheads, a videotape and rudimentary drawings, about 80 interested aviators attended an aviation safety session in Columbia at the Civil Air Patrol Building.

The aviation safety seminar, one of many produced by the FAA, focused on flight operations at non-towered airports and was taught by Dick Hitt of the South Carolina Flight Standards Office. Jim Malek and Tom Conway, both from the FAA Flight Standards Office, offered their insights and services to the information-hungry crowd.

The group of pilots attending

seemed delighted with Hitt's dry wit and easy teaching style which included audio-visuals produced with a piece of stiff cardboard, some loose change and felt-marker.

"The FAA has thousands of dollars in fancy equipment, but I don't need all of that," deadpanned Hitt. "I'll just use a piece of cardboard, a nickel and a quarter for the turns."

Hitt started the evening presentation with some little known facts about the FAA and how the administration welcomes all types of pilots into their Wings Program.

Palmetto Aviation Mailing Address Update

We are checking our mailing lists to make sure we have your proper address to Palmetto Aviation.

Please use the form on the back page to renew your free subscription to the bi-monthly newsletter.

If you do not fill out the form and return it to the S.C. Aeronautics Commission by March 31, 1993, your name and address will be dropped from the mailing list.

Thanks for your cooperation.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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From the Director's Desk

Funding Aviation's Needs

In a State of the Agency message left by my predecessor, he identified approximately \$98 million in repairs and maintenance needs for the South Carolina Airports. Understanding in this time frame, that type of money is not available and we are running out of money in previous Bond Bills which were earmarked for this purpose, the challenge was, how to proceed with the prospect of not having a Bond Bill this year with the upkeep and maintenance of the airports. It is far less costly to maintain an airport and its facilities than it is to rebuild or repair. We want to be sure that we make every effort possible to maintain the runways, lighting and nav aids in a reasonable condition to get us through these hard economic times.

In researching this problem, staff has identified three sources of revenue that currently come to the State of South Carolina from aviation means.

Number one would be the \$300 sales tax per aircraft sold within the State of South Carolina, which last year, our best information tells us equated to about \$7,500.

Number two would be the five percent sales tax on General Aviation fuel which our information tells us generated last year approximately \$650,000.

Third and certainly most impressive is the tax generated from a special purpose tax levied against airlines and their use of state airports and/or airspace. It generates somewhere between \$3 million to \$3.5 million depending on the aircraft flown and the economy primarily.

As you may or may not be

aware, FAA money or federal money from the FAA is not available for maintenance and upkeep. The money from the FAA primarily is earmarked for construction of new airports and/or airports served by the major airlines. It



Saleeby

seemed to be impossible for us to perform the maintenance required based on existing money from the previous Bond Bills and it is not a good workable situation to count on the Bond Bill's future for future maintenance and upkeep. We, in trying to identify a source of continuing funds for this purpose identified the three previously mentioned revenues and would like to explore the possibility of these three sources of revenue being earmarked for the Aeronautics Commission to be spent on maintenance and upkeep of airports and/or capital improvements. This would effectively eliminate us from any future needs to participate in the Bond Bill. The question arises as to the propriety of Bond Money being spent on maintenance and repair. This eliminates that question. It would also put at our disposal the means to provide a "sinking fund" to replenish our aircraft and/or do high dollar maintenance as required periodically. We feel that one way to approach this would be by proviso that would earmark those funds and send them directly to the Aeronautics Commission. This would

See Aviation Funding, Page 6

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.

SCAC Receives South Carolina Fleet Safety Award

The Aeronautics Commission was selected for the 1992 Best Fleet Safety Program by the Budget and Control Board's Division of Motor Vehicle Management.

The award was given in December for the state agency which has demonstrated effective motor vehicle safety programs.

The Aeronautics Commission had no reportable accidents last year. Congratulations!

George Miler Awarded District Maintenance Technician of the Year

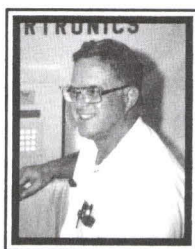
Being well-trained and experienced paid off for George Miler who recently became the South Carolina District Maintenance Technician of the Year for 1992.

The award recognizes significant contributions to aviation safety by maintenance professionals and is conducted by the FAA, in cooperation with the General Aviation Manufacturers Association, the National Business Aircraft Association and the AOPA Air Safety Foundation.

Miler has been in the aviation business since 1972, and he thinks a technician must first have adequate technical knowledge of the equipment which is to be repaired. After being technically competent, a technician must be patient (particularly with intermittent problems) and have conviction to do the job properly.

Miler owns Greenville Avionics

and has an A&P license. He is a



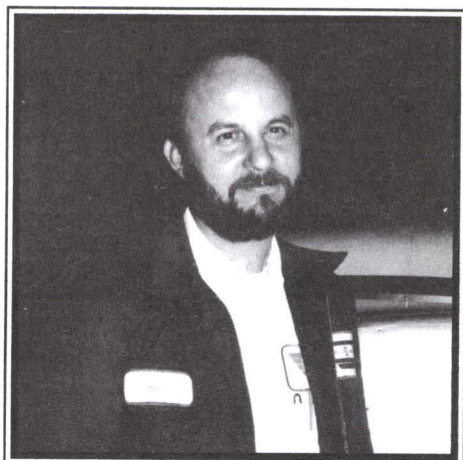
Miler

attended many specialized avionics schools.

Miler also has a Repairman Certificate for Radio, Instrument and Specialized Services, as well as an FAA General Radiotelephone Operator License. He holds an FAA Verification of Authority to maintain non-federally owned glide slopes, localizers, NDB, DME and AWOS systems. In addition he performs NAVAID maintenance in five southern states.

Baker Named Employee of the Quarter

Neil Baker S.C. Aeronautics Maintenance Supervisor was named Employee of the Quarter recently for his contributions to the community, Boy Scouts and the Aeronautics Commission. Congratulations Neill.



Aviation Calendar



February 14
Breakfast Club
Berkeley County Airport
Moncks Corner, SC

February 28
Breakfast Club
Dillon County Airport

March 14
Breakfast Club
Aviation Associates
Columbia Metropolitan

March 28
Breakfast Club
Huggins Field
Timmonsfield, SC

April 4
Breakfast Club
Woodward Field
Camden, SC

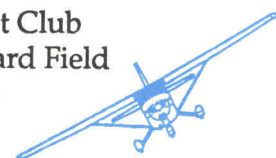
April 18
Broxston Bridge Plantation
Near Allendale, S.C.

May 2
Breakfast Club
Spartanburg Downtown

May 16
Breakfast Club
Fairfield County Airport
Winnsboro, SC

May 30
Breakfast Club
Twin Lakes Airport

June 13
Breakfast Club
Woodward Field
Camden



\$200,000 Awarded for Airport Improvements

Donaldson Center, Berkeley County Airport, Ridgeland Airport, Cheraw Municipal, Lancaster County Airport and Myrtle Beach Jetport all received funding for projects at the South Carolina Aeronautics Commission meeting in Columbia.

The State Aeronautics Commission held their regular monthly meetings in December and January where more than \$200,000 for airport improvements was approved.

When completed, the projects will generate more than \$2.7 million when combined with local and federal funding. Chairman Jim Hamilton announced the following allocations:

◆ **Donaldson Center** – \$6,000 to

replace runway end identifier lights. State and local funding will provide fifty percent each.

◆ **Lancaster County Airport** – \$2,580 for quality control testing, engineering services and for additional construction materials. This project is funded 90 percent through the FAA and five percent each through local and state sources.

◆ **Myrtle Beach Jetport** – \$75,000 approved for an airport master plan, three aircraft rescue and fire fighting vehicles, and installation of more than 42,000 feet of security fencing. The state will provide five percent of the total cost. Federal funding will provide 90 percent with local sources

funding the remainder.

◆ **Berkeley County Airport** – \$7,920 to construct two taxiways for access to a 10-unit T-hangar. This project is funded fifty percent through local and state sources.

◆ **Cheraw Municipal Airport** – \$75,000 approved for construction of a new terminal building, approximately 2,700 sq. ft. The state and local sources will provide 50 percent each of the total project cost.

◆ **Ridgeland Airport** – \$30,958 approved for reevaluation of the existing environmental assessment and an updated Airport Layout Plan. The project funds will be split equal between local and state sources.

EAA is Looking for Young Eagles

The Experimental Aircraft Association has launched a program to "pass the torch" of general aviation to the next generation.

The mission of the Young Eagles Program is to provide demonstration flights to one million young people by the year 2003, the 50th anniversary of the EAA. Since its inception in July, 1992, over 4,000 young people have participated in the program nationally.

To participate as a pilot you must be a licensed, current pilot who is an active member of EAA National (to join call 1-800-322-2412); and have flight insurance in effect with a minimum coverage of \$100,000 per passenger seat. (This is the legal minimum for South Carolina.)

In addition to the passenger insurance you have, EAA national has placed in effect a blanket policy that will increase your pre-existing

coverage by \$1 million per passenger seat (up to a maximum of six passenger seats).

Any young person between the ages of 8 and 17 can participate by taking a flight on an airplane. Participants can be individuals (as in one child) or groups.

In South Carolina, the EAA Chapter 242 of Columbia has organized a committee to help facilitate the Eagle's Program locally. Young Eagles instructional brochures for pilots and candidates, plus Flight Certificates are available at the Sport Aviation Center, Hanger 69 at Columbia Owens Downtown Airport.

If you are interested in sponsoring a youth group or just a one-on-one flight contact Jay Byers or Xen Motsinger at 254-2997. Motsinger is the area coordinator.

As a participating pilot before each flight you must give each Young Eagle candidate a flight kit brochure

with a parent/guardian permission slip that must be signed before the flight.

Before each flight pilots are asked to explain the basics of flight as it pertains to your airplane. Do a pre-flight inspection with the passengers stressing ramp and flight safety. During the flight consider your young passenger's perspective and point out areas of interest. The flight must be conducted in VFR weather and all FAR's must be observed.

After the flight passengers share in the excitement and receive an Eagle Flight Certificate, and perhaps a photo as a special memento.

The core of this program is one-on-one contact with pilots and children. That's why most people get involved in aviation in the first place. So, if you love flying, then do your part and "pass the torch."

Profiles in Aviation

With Woody McKay There's Excitement in the Air

Some of us fall in love with flying after we take our first flight, but for others, it seems to be innate -- something so ingrained that from the moment they're born they want to be in the air. So it is with Rep. Woody McKay of Timmonsville.

"My mother says that when I was a baby, I'd would get excited when I would see or hear an airplane go over our house" explained McKay. "Even in grade school I guess I was just an airplane fool...I could tell what kind of plane flew over the school."

His fascination with flying has carried him through 36 years. He began flying at 16, "My father never flew. It was Cale Yarborough's father who got me started...I was a big follower of Cale Yarborough and on weekends we would fly to the races for a day trip."

McKay has earned his commercial license with instrument rating, his multi-engine rating and his instrument helicopter rating. He's also proud that his wife, Nancy, has earned an instrument rating as well.

But what is so different about McKay is his zest for living. His other hobbies include skydiving, scuba diving and NASCAR races. And, if that's not enough, he has been a South Carolina Legislator since 1979.

Simply put, McKay enjoys excitement. "Going to a race is a happening. And going to the General Assembly is a type of happening, too," he admitted.

Of all the legislation he has sponsored in his 15 years in the House of Representatives, McKay said, "The EIA in 1984 has probably had the biggest impact on the

people in South Carolina.

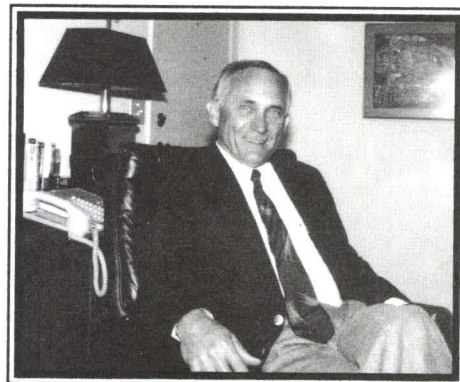
"I pride myself on helping those who need it the most," he added. "Any time someone contacts me, I get back to them immediately by phone or letter and help them as much as possible."

McKay said change is inevitable, and some changes he would like to see is in South Carolina's aviation community. "I believe we're never going to attract major industry and the major type of new jobs that are out there unless we have good accessibility -- a good IFR airport in every county so we have the same access to corporate jets and corporate aircraft in each county so they're open to business and industry."

McKay admits that the weakest part of aviation is its reputation as being only for the rich, "Getting the message across that aviation is a very important working tool for every business, for every corporation and especially for the state."

McKay said this legislative session may bring alternative funding to aviation. "We're looking at airlines' fees that go into the General Fund...I'd like to see those funds go directly to the Aeronautics Commission so they can be used for aviation-related items. Just like the gas tax goes directly to the highway department," he said.

Tourism affects aviation directly and he said, "Being Chairman of the Board of the Darlington Raceway, I'm involved in one of the largest tourist related industries in the state. It's important, to have airports that tourists have access to." Access is primary to him, "My airport (S.C. 29, McKay Field) is available for public use. I have it



Rep. Woody McKay in his office in Timmonsville, S.C.

listed with the Florence control tower as an emergency field.

"While my airport does not need it, I think we should pay more attention to private airports around the state that are available to the public, and in some instances, in a community where an airport is needed, help the airport."

"If we can enhance the safety of that property by putting in runway lights or a windsock, something that would enhance the safety of that airport would certainly enhance the community."

McKay owns a Piper Lance and a Beechcraft Baron, and still maintains McKay Aviation Inc., through which he has owned and sold more than 50 aircraft. "I bought my first airplane in 1962, a J-3 Cub and I built my airport at the same time. I live on the family farm, where I was born about 52 years ago. You don't get much closer to your roots than that," he smiled. McKay's 3,000 ft. runway is located just behind his farm house which also has an attached hangar.

With 10,180 flying hours, 2,262 parachute jumps and more than 30 years skydiving, McKay is definitely a man who has had his excitement in the air while keeping his feet on the ground.

Aerial Applicators Hold Convention in Myrtle Beach

Continued from Page 1

cide coordinator and professor at Clemson's Department of Entomology. The worker protection standards will directly affect the pilots by making them adhere to OSHA-like regulations, even though their job is agricultural.

The three-day conference was designed for working professional aerial applicators who need to address changes in the field.

Some topics during the sessions related primarily to the agricultural side, and included the management of pesticide wastes, cereal leaf beetle and aphid management on wheat,

Joseph Saleeby, director of the S.C. Aeronautics Commission addressed the convention on state legislation.



and management of secondary pests of cotton.

In addition, chemical safety was addressed during many sessions by the Entomology Department of Clemson University which licenses

aerial applicators in the state.

Aerial applicators must have all appropriate licenses from the FAA to fly as well as certification from Clemson University for the application of spray chemical solutions.

Aviation Funding Seeks Innovative Sources

Continued from Page 2

not in any way change our participation in the General Fund contribution for the normal everyday operation of the Aeronautics Commission and its staff. We are presently exploring a federal grant situation call the FAA Block Grant and that would allow us to receive large sums of money annually from the FAA to be spent at our discretion throughout the state. It would eliminate the FAA from the process of reviewing all plans and being involved in our selection of how the money should be spent. The Block Grant Program dovetailed with the previously mentioned funds which would be earmarked for a continuing program, would help us to address a previously completed study referred to as the Airports System Plan. To this point, the System Plan has been largely overlooked and the way our maintenance funds and/or construction funds have been distributed is on a first come, first served basis. I would like to see this changed to a state program where we would receive request for construction and/or maintenance funds annually, specify a time frame, maybe July 1 or

July 31, we would review those request and during August, submit them to our Commissioners for approval and/or discussion at the September meeting. Then when the Block Grant Fund was distributed to us in October, we could start to implement the construction and maintenance that was necessary and use the funds that we have discussed in this paper. Again, the two funds -- the Block Grant Program and the State designated recurring funds would allow us to organize the way we address the needs of the airport system and address those needs in a much more efficient and productive manner and slowly but surely solve our problems and move us in a direction of a complete airport system throughout the State that would meet the needs of the aviation community through the year 2025.

In summary, the South Carolina Aeronautics commission would use the FAA Block Grant Program and monies distributed to us dovetailed with the Recurring Fund earmarked from the Special Use Tax and the Aviation Sales Tax to provide up-

keep, maintenance and construction of airports and/or replace equipment or capital expenditures. In doing so we would effectively remove the Aeronautics Commission from any request in the future to be included in the Bond Bill. We would also give the legislators the opportunity to provide for the aviation community a very adequate airport system throughout the state without the discomfort of having to deal with people not knowledgeable in the necessity and needs of aviation to provide economic development.

The aviation community provides this money and they would probably be most receptive to the money being spent in aviation rather than it going into the General Fund.

I need your help in bringing this important issue to the attention of your local representation to the General Assembly. If you need help with the presentation of this idea please contact me.

Thanks for your support,

Joseph J. Saleeby

FYI from the FAA

Hard Facts About Soft Landings

Each year between one-third and one-half of all general aviation accidents occur during the approach and landing phase of flight. Many of these accidents could be prevented by improving pilot skills and techniques, which in most instances means changing a few old habits. This pamphlet (FAA-P-8740-6) discusses prevention and causes of landing accidents. Some of the primary causes of landing accidents are:

❑ High Speed approach and touchdown which results in "wheel barrowing" and/or loss of directional control.

❑ High Speed approach and touchdown resulting in overrun of the runway.

❑ Delayed touchdown or landing which produces similar results to the high speed touchdown.

❑ Failure to extend the landing gear before landing.

❑ Retracting the gear on roll out.

❑ Loss of directional control.

❑ Striking obstructions around the landing area.

❑ Environmental hazards -- snow, ice on the runway, soft runway surfaces (unpaved), tall grass or weeds which hide the surface conditions.

A few facts about flaps:

● Flaps are used to vary the lift and drag characteristics of the wing. Flap extension during landings provides several advantages by:

● Producing greater lift and permitting lower landing speed.

● Producing greater drag, permitting a steep glide angle without airspeed increase.

● Reducing the length of the landing roll.

The slower the landing speed and ground roll results in less wear and tear on the brakes and tires, and yet permits effective directional control of the airplane.

If a swerve occurs during a high speed landing roll, the centrifugal forces or side loads imposed on the landing gear can exceed the aircraft design limits and thereby result in structural failure. Considering the safety and economic benefits to be gained, pilots should use the maximum practical flap setting for each landing. Slower landing speeds reduce the possibility of excessive stresses due to side loads. Considering the advantages of slower touchdown speed, shorter landing roll, less wear and tear on brakes and tires, less strain on the landing gear components and aircraft structure and most of all -- easier directional control then why not make full flap landing whenever practical.

The use of flaps during crosswind landing is a subject that is often misunderstood. Some confusion results from the different statements found in the Aircraft Owner's Manuals, Pilot's Operating Handbooks,

Airplane Flight Manuals and other publications. One manufacturer may recommend the use of half flaps in crosswind situations, while another may recommend a "minimum" flap setting for the crosswind landing in consideration of the field length. Other manufacturers may not make a recommendation.

...why not make a full flap landing whenever practical.

The rules governing airplane design require that an airplane must be controllable in a 90 degree crosswind with a velocity of $0.2 V_{SO}$ (ref. FAR Part 23.233). V_{SO} is defined as the stall speed in the landing configuration. If V_{SO} is 50 knots, $50 \times 0.20 = 10K$.

Only you know your capability, and under crosswind conditions, you must allow a margin for safety. If information is not available, you can estimate the crosswind capabilities of an airplane while on final approach. With the flaps at the desired setting, establish the slip-type crosswind correction. If you are unable to maintain a runway centerline track with the fuselage aligned with the runway, then you do not have enough control to cope with the crosswind at the lower airspeed which will be involved in the roundout and landing roll.

Therefore discontinue the approach. Don't risk operating in conditions which exceed the design safety limits of the aircraft or which exceed your capabilities. It is better to look for a runway with favorable wind conditions than to risk damaging your aircraft.

For more on aviation safety call your local FAA Flight Standards District Office, or call (803) 765-5931.



Dick Hitt (l) of the FAA FSDO processes paperwork at a recent Aviation Safety Seminar. To schedule a safety seminar for your airport, contact him at (803) 765-5931.



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This Month....

Inside Palmetto Aviation

- ☐ FAA FSDO keeps us safe with seminars
 - ☐ With Rep. Woody McKay excitement's in the air
 - ☐ EAA begins Young Eagles Program
-and much, much more!!

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